

Amendments to the Specification:

Please replace paragraph [0003] with the following paragraph:

[0003] However, other switches in a vehicle generate analog outputs, such as resistor multiplexed outputs for controlling headlights, interior instrumental panel and interior dome lights, etc. A contactor moveable over a switch pad in response to user caused movement of an actuator couples different resistors in series to generate different voltage output signals depending upon the switch position. The voltage output is read by the ~~controller~~ controller, which implements the function specified by the switch based on the detected voltage level.

Please replace paragraphs [0027] – [0028] with the following two paragraphs:

[0027] By way of example only, the steering column switch assembly 20 includes a housing 22 ~~which~~ that supports a steering column angle sensor 24 as well as mounting features to enable the housing 22 to be fixedly secured about a vehicle steering column, not shown. Individual stalk levers, with two stalk switch assemblies 26 and 28 being depicted by way of example only, are each coupled to switch housings 38 and 40, respectively, which are in turn mounted in the steering column housing 22. Each stalk lever 26 and 28, with stalk lever 26 being described hereafter in detail by way of example only, includes one or more switch actuators 32 and 34, by example, which are rotary or linearly slidable members mounted on the housing 30 of the stalk lever 26. Internal components, as described hereafter and shown in Fig. 3, are mounted within the housing 30 of the stalk lever 26 and convert movement of each actuator 32 and 34 into rotary or linear movement of a switch contact or contactor across contact pads to generate output signals ~~which are~~ coupled to the switch housings 38 or 40 to control various vehicle electrical devices, such as vehicle headlights in the case of the actuator 32 and the vehicle interior lights and instrument panel illumination by the actuator 34. Further details concerning the overall construction of the stalk levers 26 and 28, the steering column housing 22 and the individual stalk switch housings 38 and 40 can be had by referring to U.S. Patent Nos. 5,049,706 and

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~~5,405,588~~ 5,405,588, which are assigned to the assignee of the present invention. The contents of both applications with respect to the mounting and construction of steering column switch assemblies are incorporated herein in ~~its~~ their entirety.

[0028] Referring now to Fig. 2, there is depicted an enlarged view of the stalk lever 26. The lever 26 includes a housing 30 ~~which support~~ that supports the rotary cap or actuator 32. The cap or actuator 32 is moveable between a plurality of distinct, angular positions including a headlight “off” position 40, parking lights “on” 42, headlights “on” 44 and an automatic headlight control feature 46 based on ambient light.

Please replace paragraph [0033] with the following paragraph:

[0033] The printed circuit board 80 is fixedly carried on an intermediate housing 82. By example only, a slider 84 for controlling front fog ~~lights,~~ lights is also mounted within the static ring 72 and controlled by rotary movement of the cam 74 via the actuator 32. A return spring 86 biases the slider 84 to a return or home position.

Please replace paragraph [0044] with the following paragraph:

[0044] Contact pad 136 in the illustrated example corresponds to an “off” headlight position. It should be noted that as the bridge 94 ~~is continued~~ continues to be rotated in a clockwise direction in the orientation shown in Figs. 4 and 5, the contact points 108 will disengage from the ground trace 119 and ride over the insulated portion of the printed circuit board 96 thereby temporarily interrupting the ground connection. Pad 123 is provided as a wear pad and is not connected to ground thereby maintaining interruption of the ground signal. This interruption of the ground signal continues until the contact points 108 re-engage the grounded contact pad 125. The ground interruption between the grounded contact pads 119 and 125 corresponds to movement of the associated pair of contact points 109 on the contact arm 106 between the contact pads 134 and 136 ~~which is~~ caused by rotation of the actuator 34 between the first dimmer position and the “off” position.

Please replace paragraph [0047] with the following paragraph:

[0047] Referring now to Fig. 6, the DIM 1 and DIM 2 signals 112 and 114 are input to a control circuit. The circuit contains two separately active portions. The first portion receives a signal labeled U _ STALKL _ ON, which turns on transistor 150 and connects the voltage through resistors 152 and 154 to the DIM 1 and DIM 2 terminals 112 and 114 from the system battery. These signals pass through resistors 156 and 158 as separate Dimmer 1 (157) and Dimmer 2 (158) signals input to the vehicle controller for controlling the intensity of the interior lighting. The voltage changes caused on the DIM 1 and DIM 2 signals through the resistor networks causes different voltages to be input to the controller 160 as shown in Fig. 8. The controller 160 will interpret the voltages as separate signals to identify a particular illumination level or state. The controller 160 will then control the on/off and dimming state of the associated interior vehicle lighting. This state is the active state of the vehicle in which full power is supplied to all of the electrical components.

Please replace paragraph [0049] with the following paragraph:

[0049] The L1 signal is input to a system basis chip light integrated circuit, Model No. PC 33889[[,]] sold by Motorola, Inc., for example. One of the functions provided by the integrated circuit 162 is to turn on the controller 160. The circuit 162 is programmable so as to recognize a wake-up signal upon a low voltage to high voltage signal transition on Line L1. This low to high transition, which represents a digital change of state, is generated when the ground is interrupted in the ~~Dim~~ DIM 1 and ~~Dim~~ DIM 2 signals from the printed circuit board 96. This ground interruption coincides with the change of state of the actuator 34 from "off" to dimming, from dimming to parade, or from parade to dome light control or vice versa.

Please replace paragraph [0063] with the following paragraph:

[0063] These voltage signals from the first and second terminals 260 and 262 are input to

the headlight 1 and headlight 2 terminals 280 and 282, respectively, in the circuit shown in Fig.

6. As before, the transistor 150, when closed-~~indicating~~ , indicates an active controller state[[, any]] . Any signals on terminal LO are disregarded as the actual voltage outputs from the headlight signals 280 and 282 are passed directly through the circuit to the controller 160.